



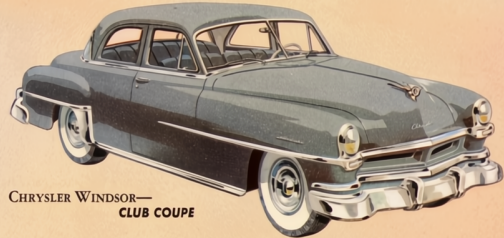
Chrysler

WINDSOR ... WINDSOR De Luxe

Chrysler

WINDSOR

There is absolutely only one thing that places the Beautiful Chrysler Windsor in the medium price field . . . and that is its price. From all other standpoints, it belongs in the fine car field. With the famous Spitfire six-cylinder, high-compression engine, its performance is something to be marvelled at . . . and has been, for years by hundreds of thousands of Chrysler owners. It is a great engine . . . powerful, smooth, quiet, so utterly reliable, and so satisfyingly economical. And, when you put a great engine in a finely engineered chassis, and then add a smartly styled, beautifully appointed, comfortable body, you have a fine car that is the ideal combination of performance and style. Such a car is the Windsor and the Windsor DeLuxe.



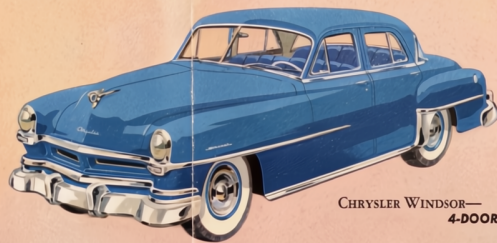
CHRYSLER WINDSOR—
CLUB COUPE



CHRYSLER WINDSOR—
8-PASSENGER SEDAN



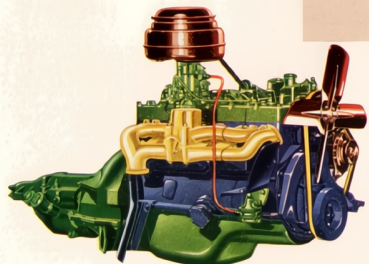
CHRYSLER WINDSOR—
TOWN & COUNTRY WAGON



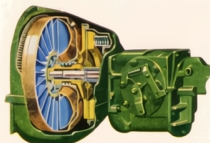
CHRYSLER WINDSOR—
4-DOOR SEDAN



The famous Chrysler Two-tone upholstery combination that has been so widely copied in the industry. This handsome interior of fine fabrics and custom tailoring, with beautiful appointments, is available on the Windsor DeLuxe. The beauty and richness of Chrysler interiors are, of course, greatly admired, but, of more importance, possibly, are the wide and deep chair-height seats that permit complete relaxation and solid comfort in a normal sitting position. Important, too, are the wide doors for easy entrance or egress. The Chrysler-designed "clearback" window not only permits full vision to the rear and eliminates blind spots, but also enhances the smart lines and beauty of the car. It is featured in all body styles except Convertible, Town & Country Wagon and 8-Passenger Sedans.

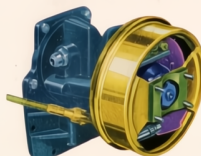


The famous Chrysler 6-cylinder Spitfire High-Compression Engine.



Fluid-Matic Transmission shifts gears for you, with you in control at all times.

ON the Spitfire engine there are the Superfinished Parts . . . Waterproof ignition . . . Full Flow Oil Filter . . . Exhaust Valve Seat Inserts . . . Crankcase Ventilation . . . Fluid-Matic Drive . . . Floating Power Engine Mountings . . . chemically treated cylinder walls . . . Resistor Spark Plugs . . . and oil intake filter. On the chassis, there are such important features as Safeguard Hydraulic Brakes, with bonded brake linings . . . Safety Rim Wheels . . . Easi-lock Parking Brake . . . Center-Arm Steering . . . box type frame . . . independent front wheel suspension with coil springs . . . and Hotchkiss Drive. Ask the Chrysler distributor to give you the facts about these and other Chrysler features, many of which are exclusive.



Easi-Lock Parking Brake . . . internal expanding . . . grips like a bulldog.

Among the many engineering features which make the Chrysler Windsor the finest car in the medium price field is Chrysler's complete ignition system . . . spark plugs, wiring, coil, and distributor are thoroughly water-proof. You can actually turn a stream of water on the engine while it is running and it will not stop. You get quick starting and reliable engine operation in damp or rainy weather. And Chrysler's front wheel suspension, front coil spring and tapered leaf rear spring, Super-cushion Tires, and the locating of the seats between the axles, makes Chrysler's Safety Level Ride the smoothest and most comfortable of any car you have ever experienced. One of the reasons why Chrysler cars perform so well, are long-lived and have low operating and maintenance costs, is the Superfinishing of all moving engine parts, and a number of chassis parts, where metal contacts metal. Superfinish, originated and perfected by Chrysler, is a process of finishing metal to a precision-smooth, mirror-like surface. Superfinish results in greater fuel and oil economy; reduced wear of moving parts; lower maintenance cost; longer life; and better performance. The Chrysler Safety Rim Wheel is a great protection against accidents caused by a tire blowing out. The ingenious design of the rim holds the tire on the rim in case of a blow-out, permitting the car to be brought to a safe stop, without skidding or swerving. This great Chrysler feature, of long standing, has prevented many accidents. The Chrysler Full-Flow Oil Filter, which filters all of the oil before being forced under pressure to all moving parts, is an important performance and economy feature. We suggest that you give the Chrysler Distributor the pleasure of explaining in detail the many engineering features Chrysler offers you in the Beautiful Windsor.

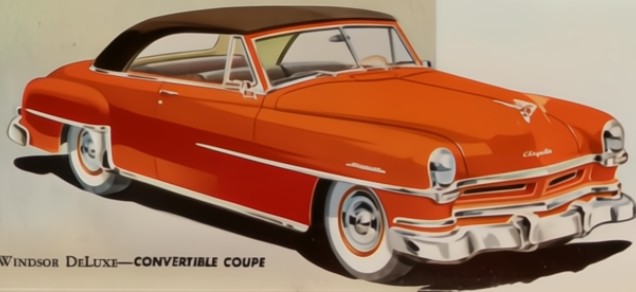
D i s t i n g u i s h e d . . . D i f f e r e n t . . . a P l e a s u r e t o O w n a n d t o D r i v e



CHRYSLER WINDSOR DeLuxe—8-PASSENGER SEDAN



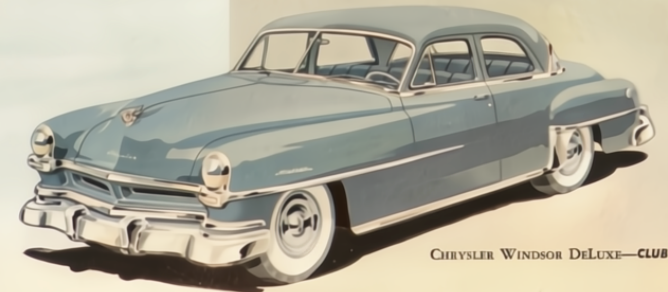
CHRYSLER WINDSOR DeLuxe—LIMOUSINE



CHRYSLER WINDSOR DeLuxe—CONVERTIBLE COUPE

Chrysler

WINDSOR DeLuxe



CHRYSLER WINDSOR DeLuxe—CLUB COUPE

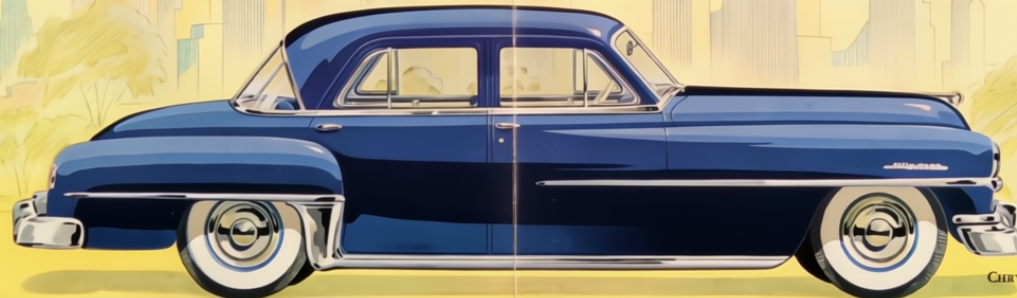


CHRYSLER WINDSOR DeLuxe—TRAVELER

Down through the years, Chrysler Engineering has never stood still. Each succeeding Chrysler has made the Chrysler reputation for performance, quality, and value more significant, because each new Chrysler has been eminently superior to its predecessor. Each year has brought improvements in engineering and design. Each new Chrysler has brought new friends to Chrysler and has justified the confidence of a motoring public that has come to look to Chrysler for better performance, better quality, greater value. The present cars are unquestionably Chrysler's finest. Chrysler performance has never meant so much as it does today. And this is likewise true of the smart styling, both inside and outside the car, and the spacious interiors that are built for comfort.



CHRYSLER WINDSOR DeLuxe—NEWPORT



CHRYSLER WINDSOR

S P E C I F I C A T I O N S

CHRYSLER WINDSOR "6" 125½" AND 139½" W.B. AND CHRYSLER WINDSOR DELUXE "6" 125½" W.B. AND 139½" W.B.

● **ENGINE**—Six cylinder, L-head type, Floating Power mounted. Bore 3⅞" (87.3 mm). Stroke 4½" (114.3 mm). Piston displacement 250.6 cu. in. (4.1 liters). Compression Ratio 6.6:1. Low compression cylinder head optional. A.M.A. horsepower 28.36. Developed brake horsepower 116 at 3600 r.p.m. with 7.0:1 cylinder head. "U" slot, cam ground, plated aluminum pistons with 4 coated piston rings each. Lubricated cylinder walls. Drop-forged steel, four bearings, counter-weighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Four camshaft bearings.

● **ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Timing chain drive lubricated by oil stream from camshaft. Crankcase ventilation and full flow, replaceable element oil filter. Crankcase capacity 5 quarts (4¾ liters). Oil pressure gauge on instrument panel.

● **FUEL SYSTEM**—Plain-tube downdraft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U. S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning Oilite filter in tank at outlet.

● **COOLING SYSTEM**—Cellular radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valve ports. Full-length water jackets. By-pass thermostat circulation control. Water capacity 3¾ U. S. gallons (14.19 liters). Four-Blade 17¾" fan (45 cm).

● **CLUTCH**—Dry, single-plate 9¼" (23.5 cm) diameter with Fluid Drive and 10" (25.4 cm) without Fluid Drive. Cushion center. Molded woven asbestos facings. Ball-thrust release bearing with lubricant sealed in. Forced ventilation.

● **FLUID DRIVE**—Thirteen inch diameter coupling. Ball type coupling hub bearing. Oilite bushings on coupling runner inner bearings. Available in combination with Fluid-Matic Transmission only.

● **FLUID-MATIC TRANSMISSION**—Windsor DeLuxe models—Hydraulically operated with four speeds forward and one reverse, built-in control unit.

● **TRANSMISSION**—Windsor Models—Silent, constant-mesh, easy-shift, 3 speed transmission with helical gears of carburized Amola steel. Steering column control.

● **REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratios: Windsor, 3.9:1 is standard on Club Coupe and Sedan; 3.91:1 on Town and Country Wagon; 4.3:1 on 8-Pass. Sedan. Windsor De Luxe: Standard, 3.9:1 except 8-Passenger Sedan and Limousine which have 4.1:1. Hotchkiss drive through springs.

● **SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, Amola, soft acting, semi-elliptic rear springs, length 53⅝" (1.362 m), width 1¾" (4.5 cm). All leaves with tapered ends. Rubber cored bushings at front. Rubber cushioned shackles at rear. Heavy-duty telescopic type shock absorbers front and rear. Rear shock absorbers inclined toward center of car to give "sea leg" support and stability. Steering gear ratio 18.2:1. Front end sway eliminator.

● **CHASSIS FRAME**—Improved super-rigid, double-channel frame. Box-section steel side rails, ⅝" (2.38 mm) thick. Maximum depth, 6" (15.2 cm), outside width at maximum depth, 3⅞" (9.92 cm). On 8-Pass. Sedan and Limousine: ⅞" (3.57 mm); 6⅞" (16.59 cm); 3⅞" (9.96 cm).

● **ELECTRICAL SYSTEM**—6-volt ignition. Distributor improved against wet weather difficulties, incorporates suppressor of interference to radio. Wide-gap, suppressor spark plugs for better idling and low speed. Waterproof spark plug covers. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated through ignition key on instrument panel. 17-plate battery, capacity 120 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual air horns. Horn ring on steering wheel.

● **BRAKES**—Hydraulic, 4-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weatherproofed. Steel backed, cast iron brake drums with Superfinished braking surface. Drum diameter 12" (30.5 cm). "Cyclebond" molded asbestos brake linings 2" wide (5 cm) dispense with rivets and increase lining useful area and life. Vacuum brake booster on Town and Country Wagon, 8-Pass. Sedan and Limousine. Separate external contracting hand brake at rear of standard transmission. Internal expanding self-energizing hand brake supplied with Fluid-Matic Transmission.

● **WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. Goodyear Super-Cushion tires, black, 4-ply, are standard. Sizes: All models, 15x7.60, except 8-Pass. Sedan and Limousine which have 15x8.20. Heavy-duty 6-ply and White-Sidewall 4-ply and 6-ply are also available at extra cost.

All specifications, equipment, models, body types, ornamentation and design subject to change without notice and without responsibility to the Chrysler Corporation, Export Division.

CHRYSLER CORPORATION—EXPORT DIVISION

• DETROIT 31, MICHIGAN